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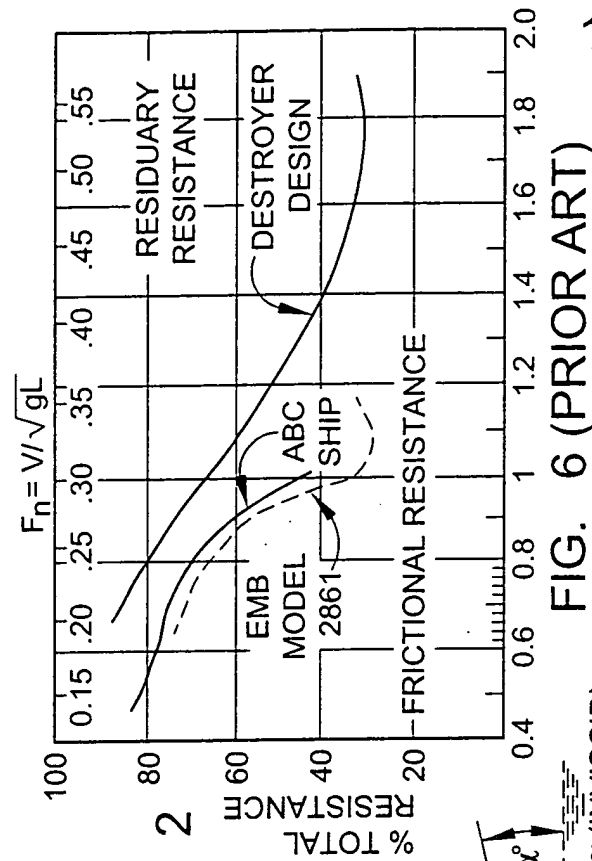
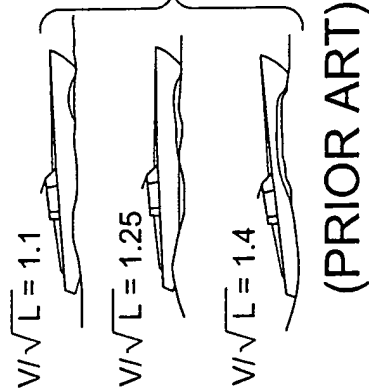
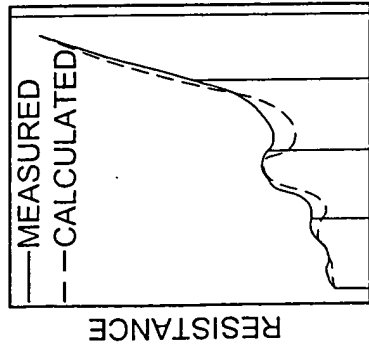


FIG. 1 (PRIOR ART)

(PRIOR ART)

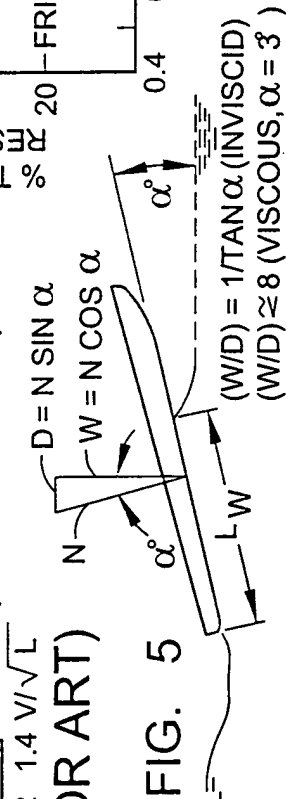


FIG. 5

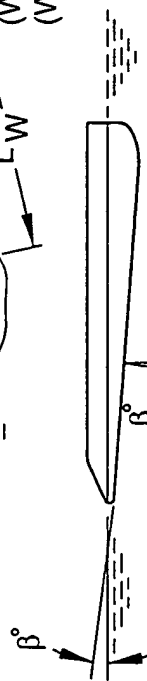


FIG. 7a

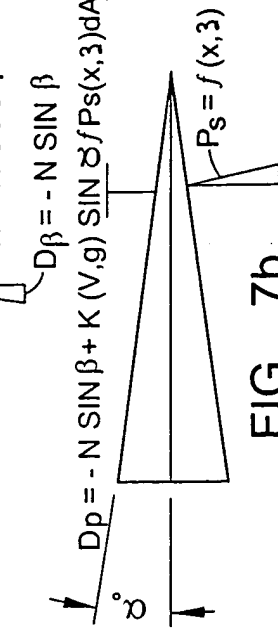


FIG. 7b

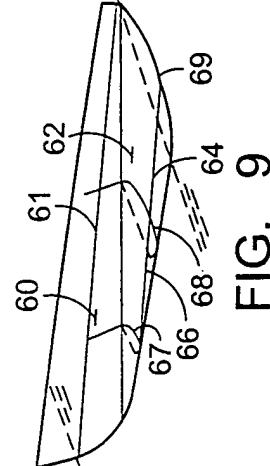


FIG. 9

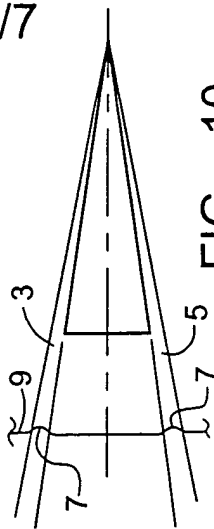


FIG. 10

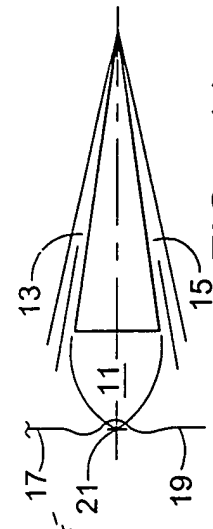


FIG. 11

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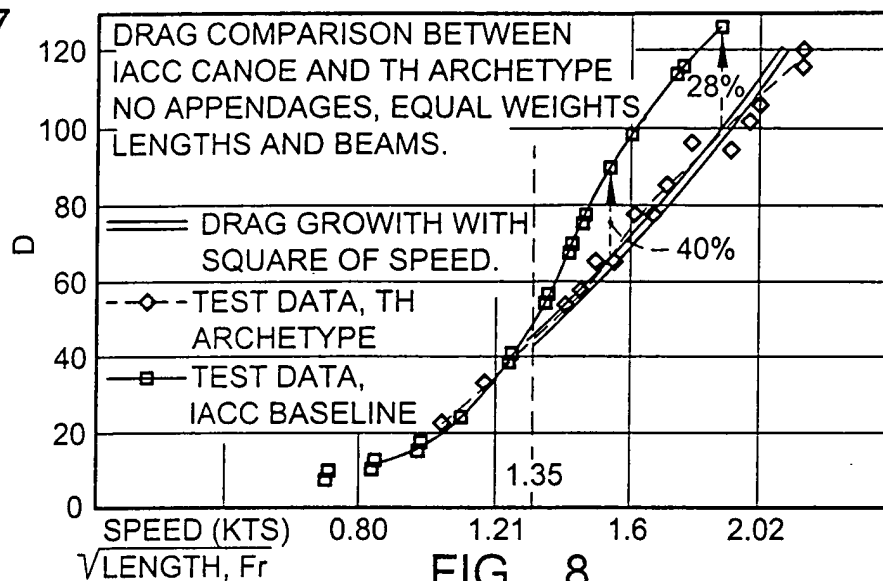


FIG. 8

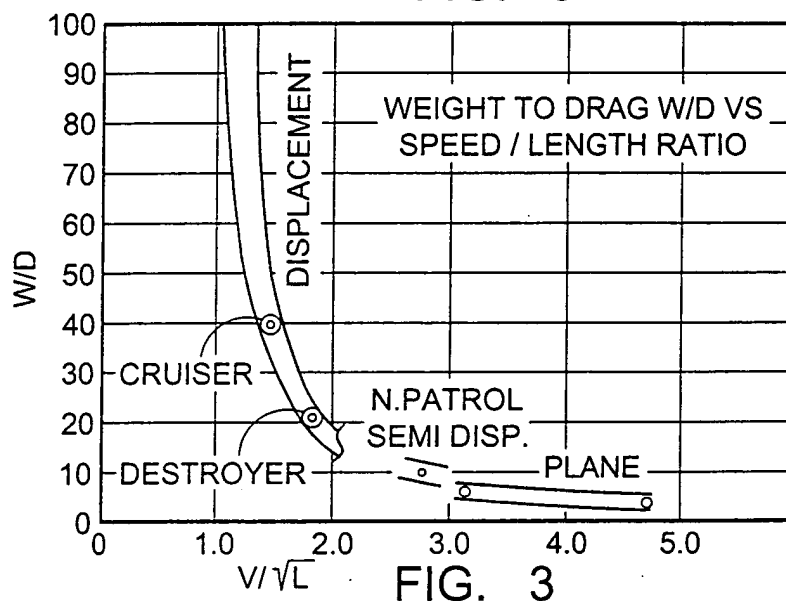
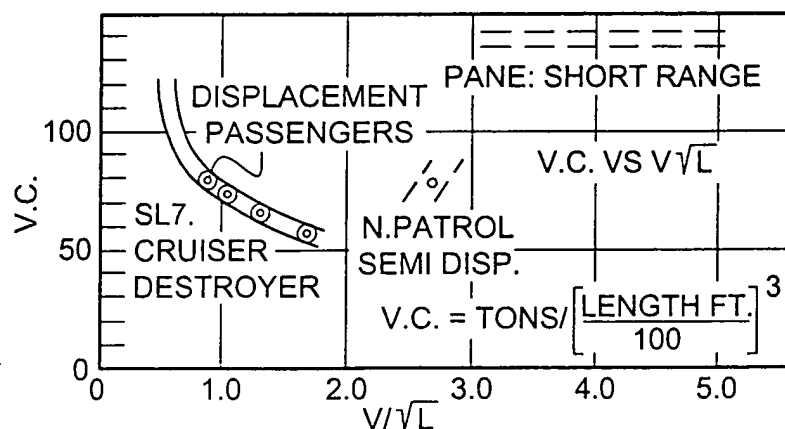


FIG. 3

FIG. 4 TYPICAL VOLUMETRIC COEFFICIENTS V.C. AS FUNCTIONS OF SPEED TO LENGTH RATIO V/\sqrt{L}

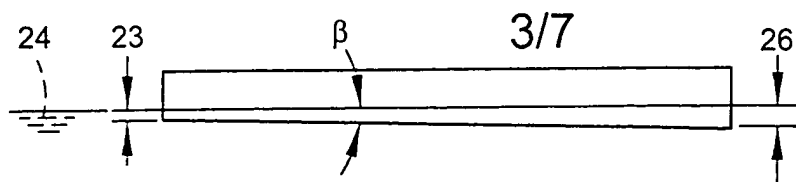


FIG. 12a
 $V/\sqrt{L} = 0$

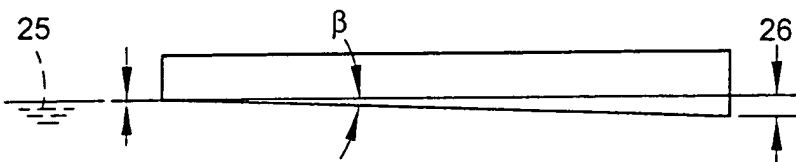


FIG. 12b
SUPERCRITICAL
 $V/\sqrt{L} > 1.25$

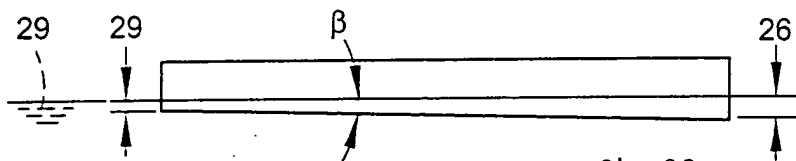


FIG. 13a
 $V/\sqrt{L} = 0$

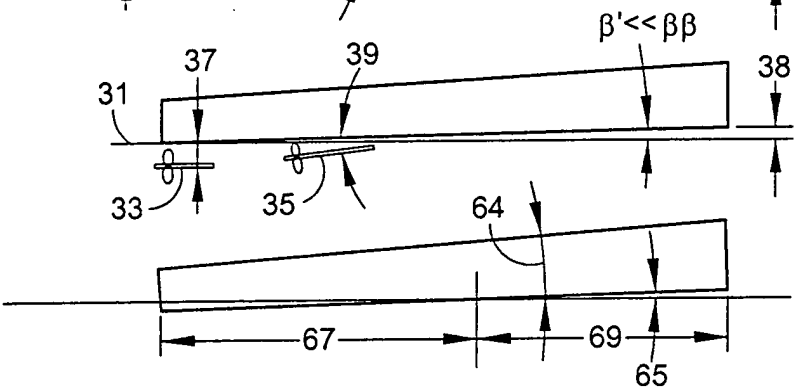


FIG. 13b
HYPERCRITICAL
 $V/\sqrt{L} > 2.0$

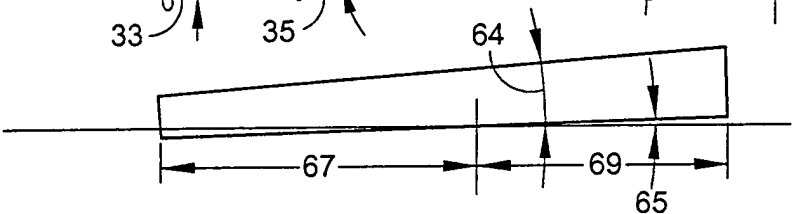


FIG. 14b
TRASPLANAR
 $V/\sqrt{L} > 3.0$

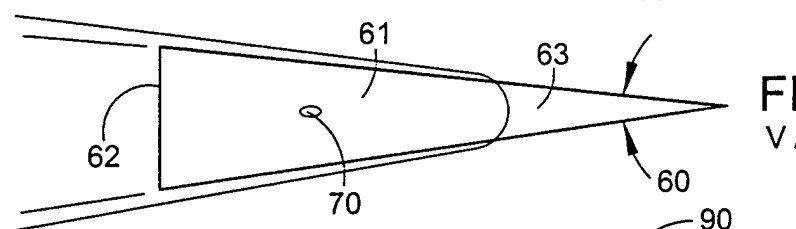


FIG. 14a
 $V/\sqrt{L} \geq 3.0$

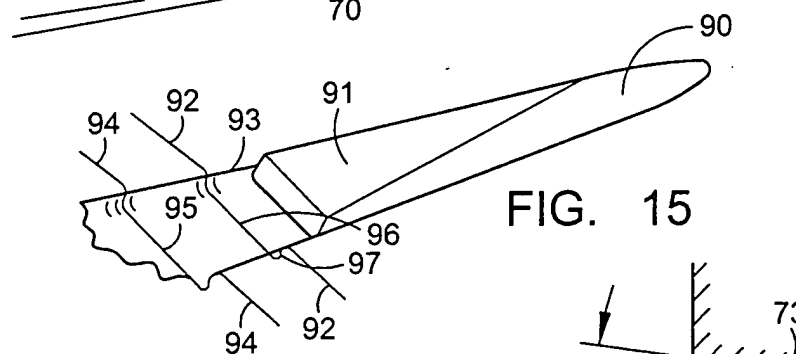


FIG. 15

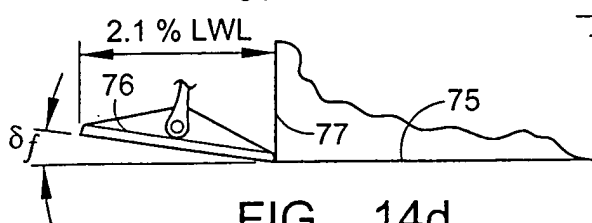


FIG. 14d

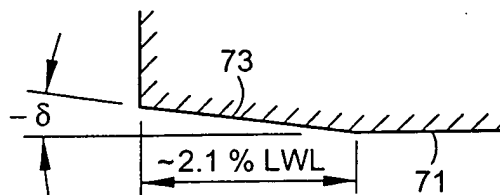
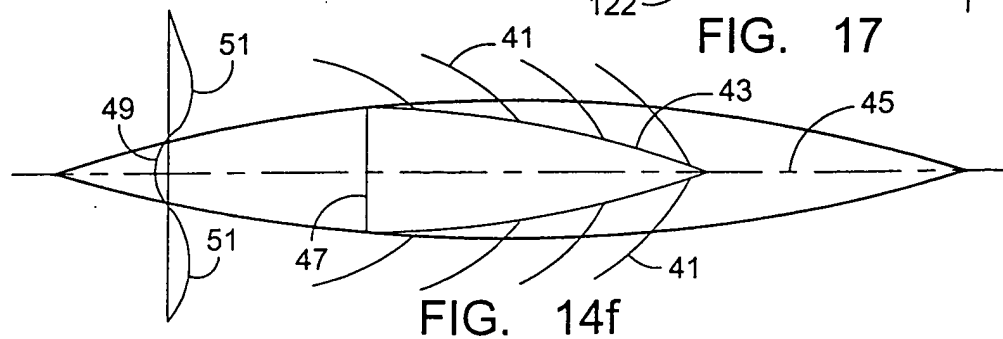
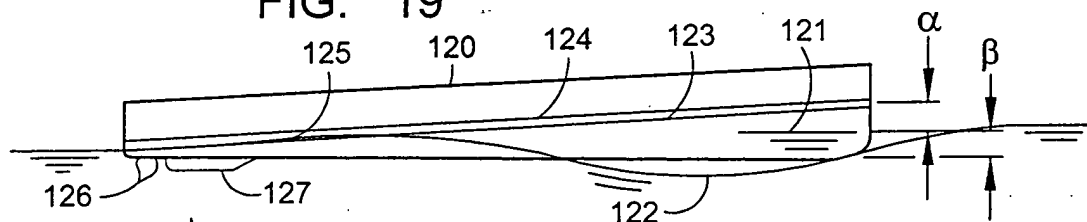
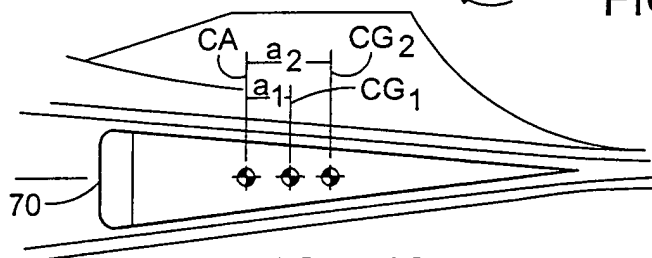
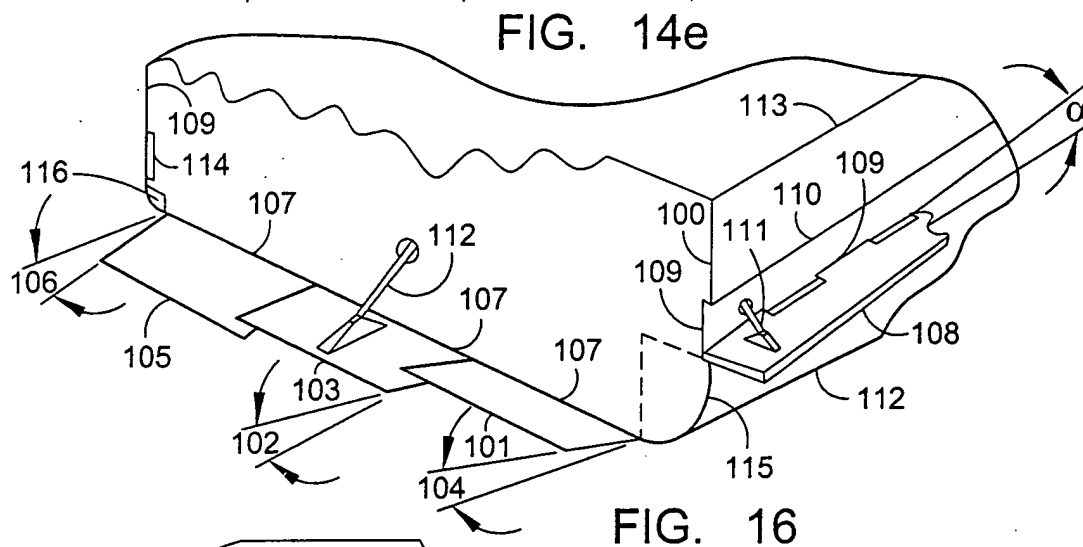
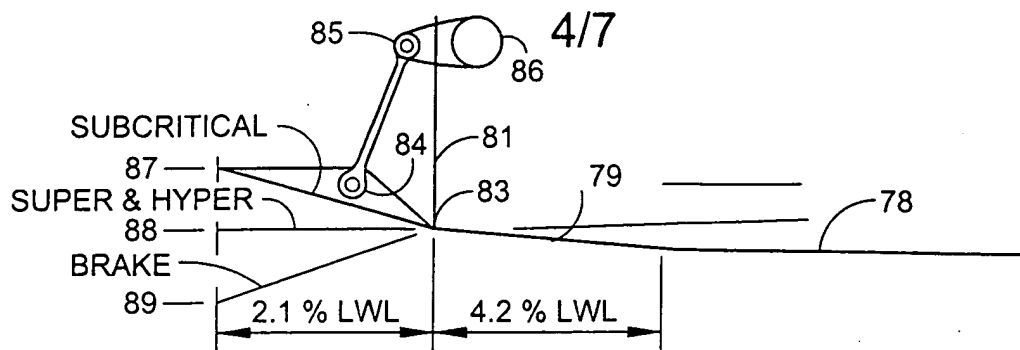
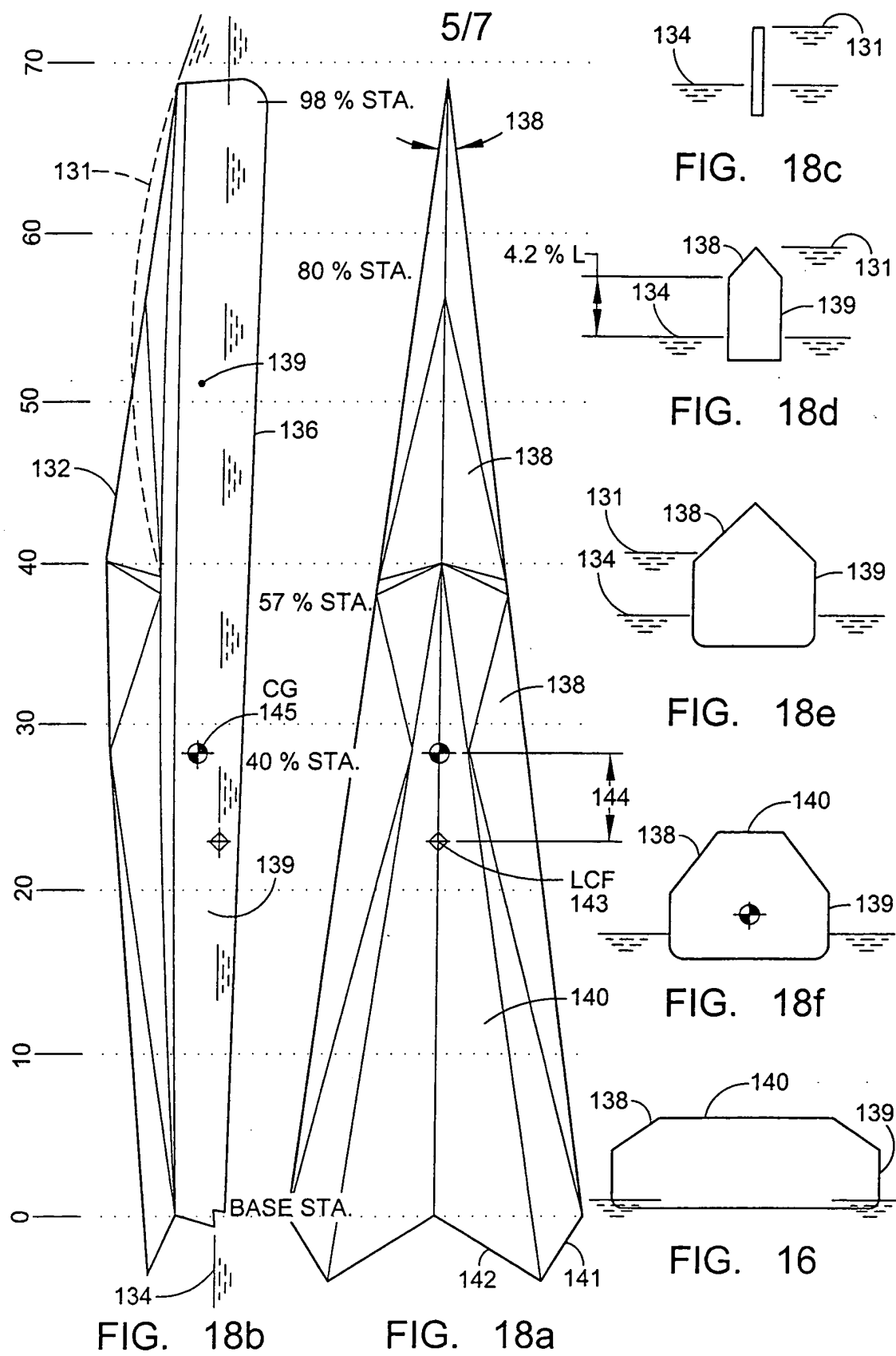
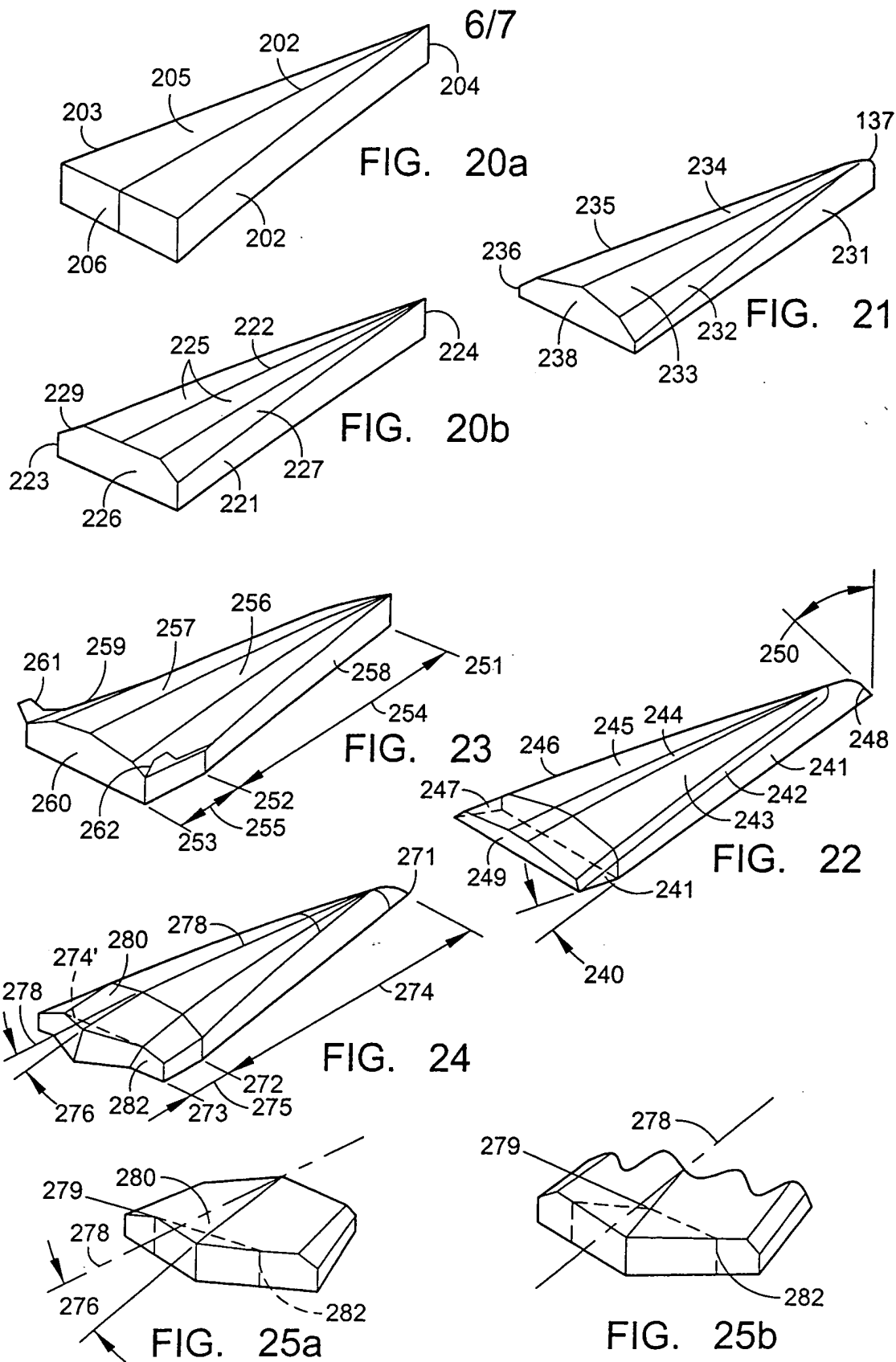


FIG. 14c







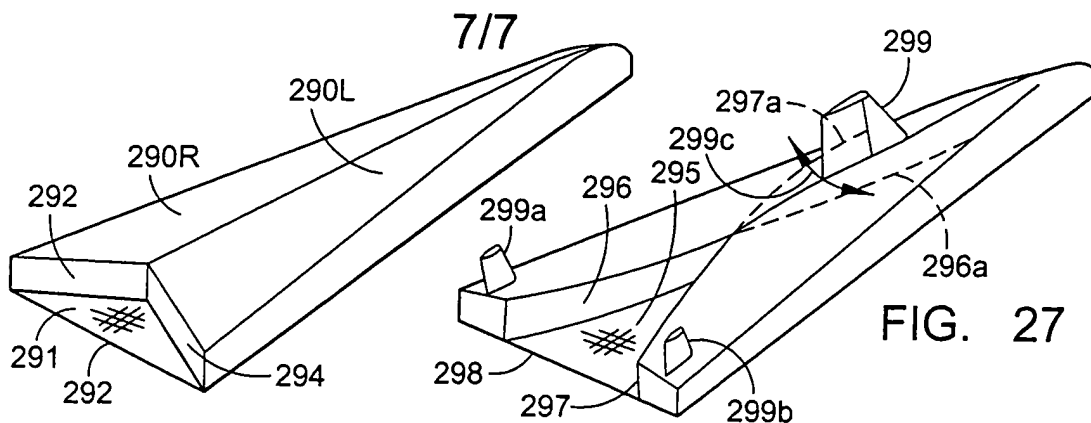


FIG. 26

FIG. 27

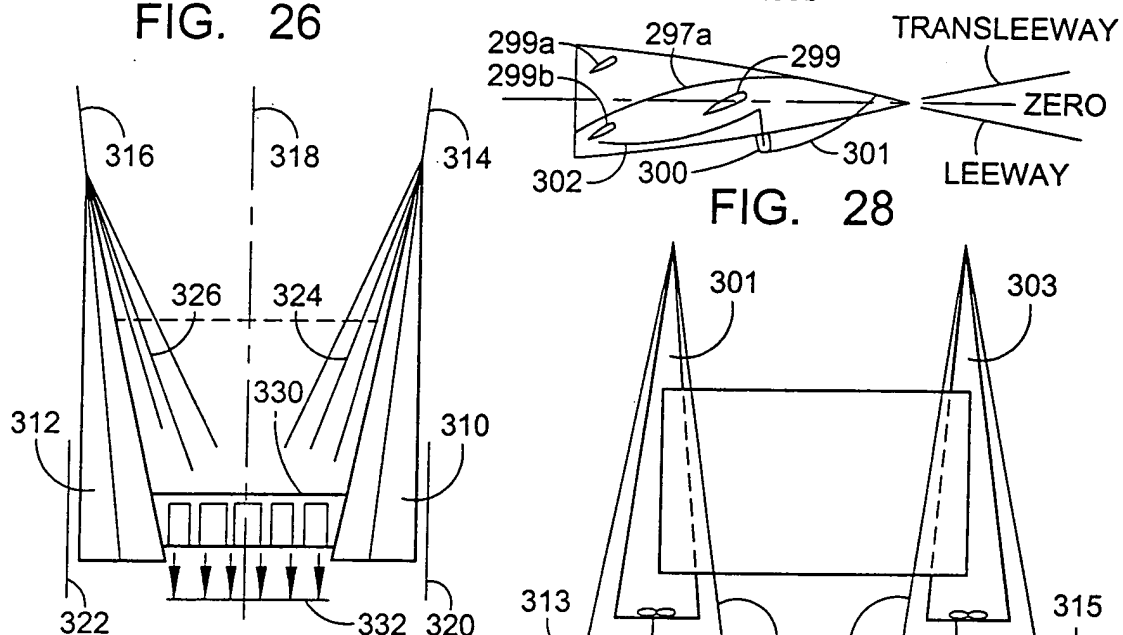


FIG. 28

FIG. 28b

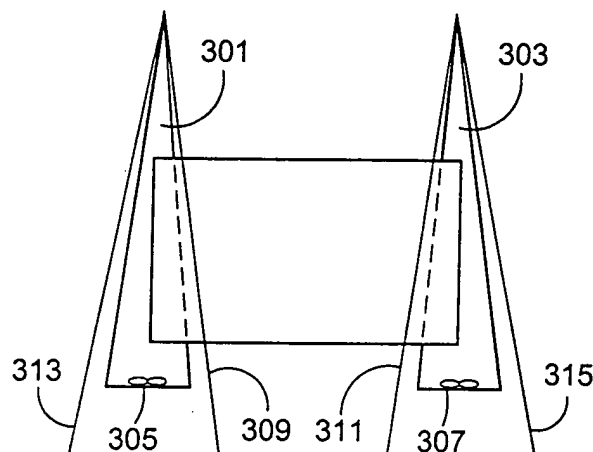


FIG. 28a

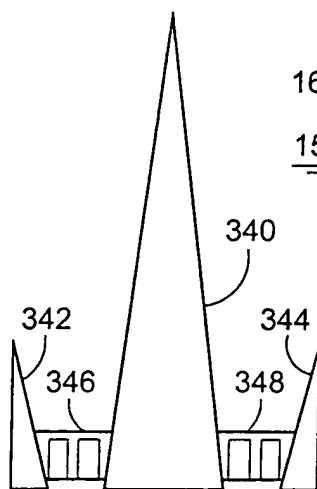


FIG. 28c

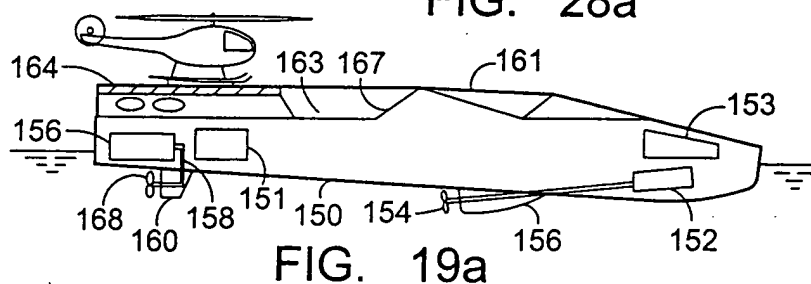


FIG. 19a

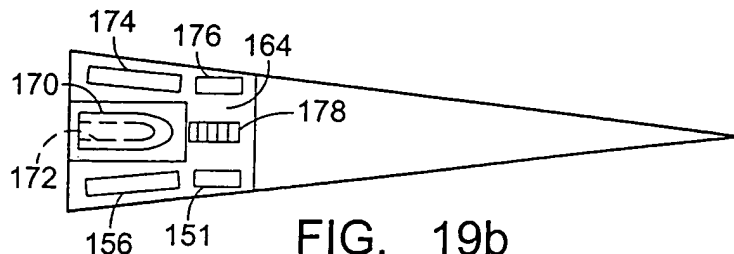


FIG. 19b

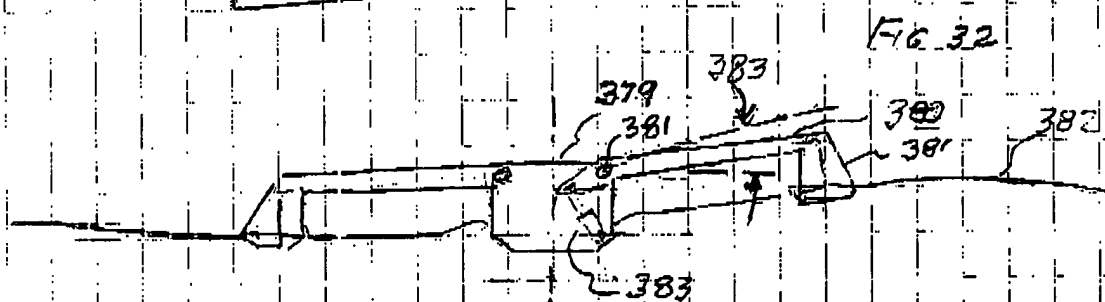
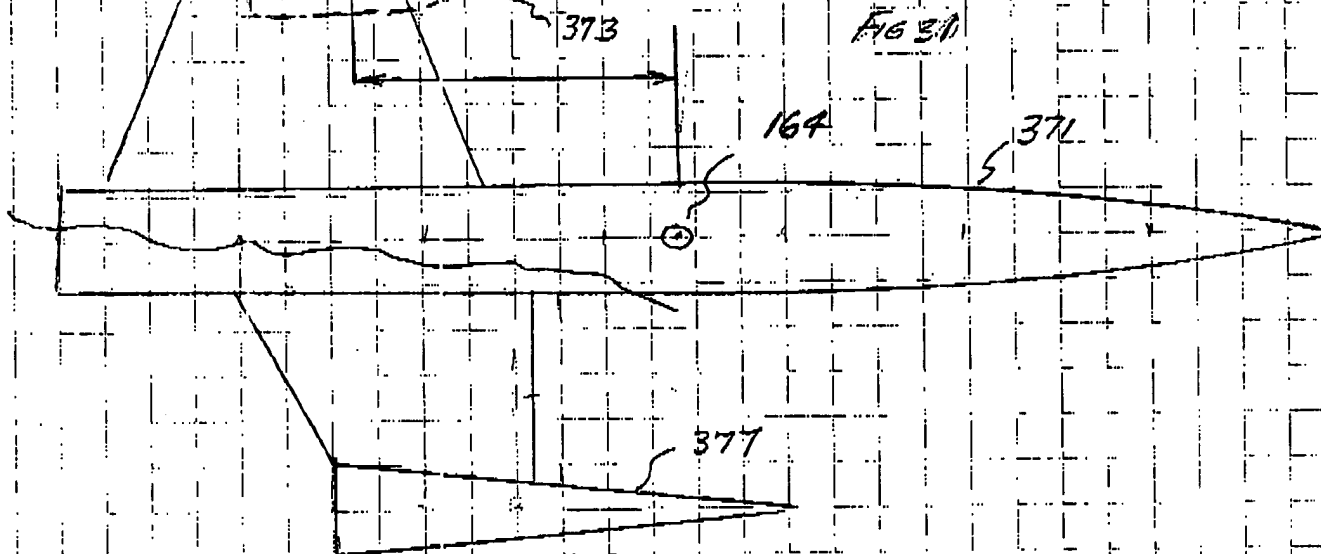
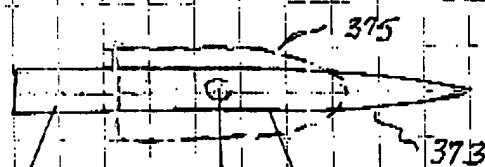
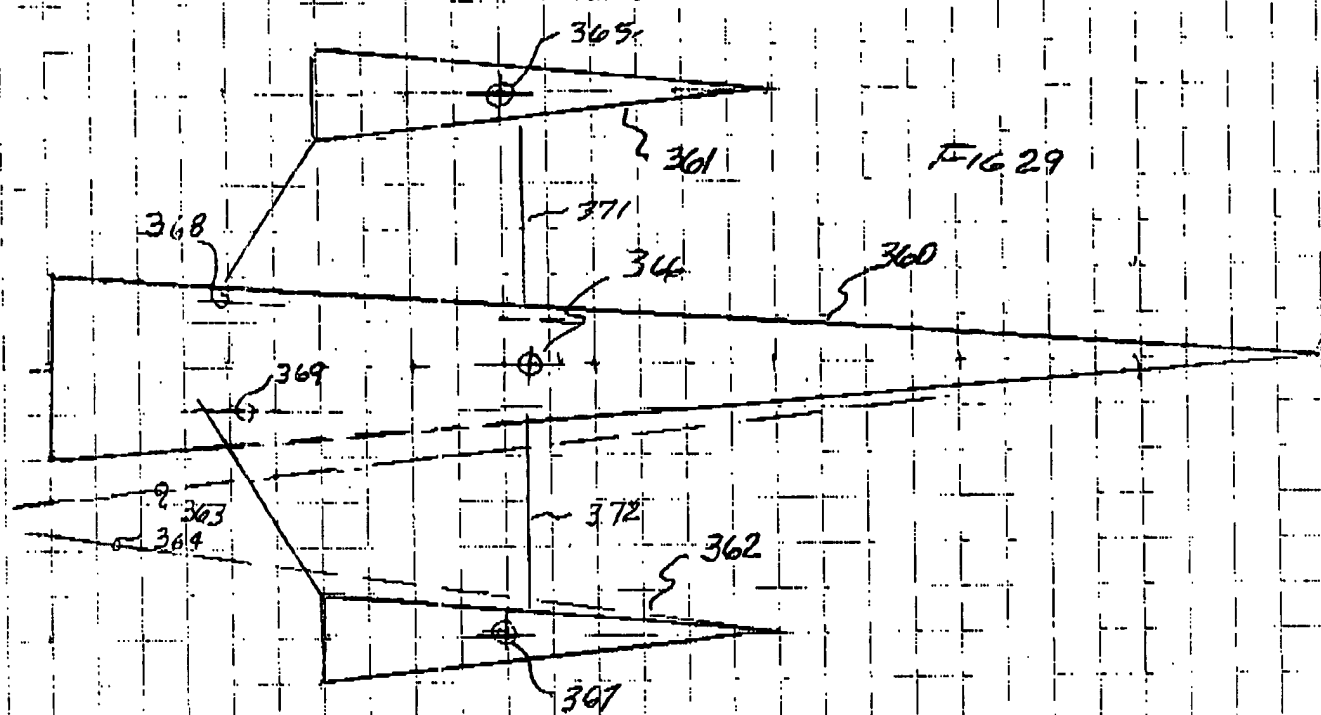
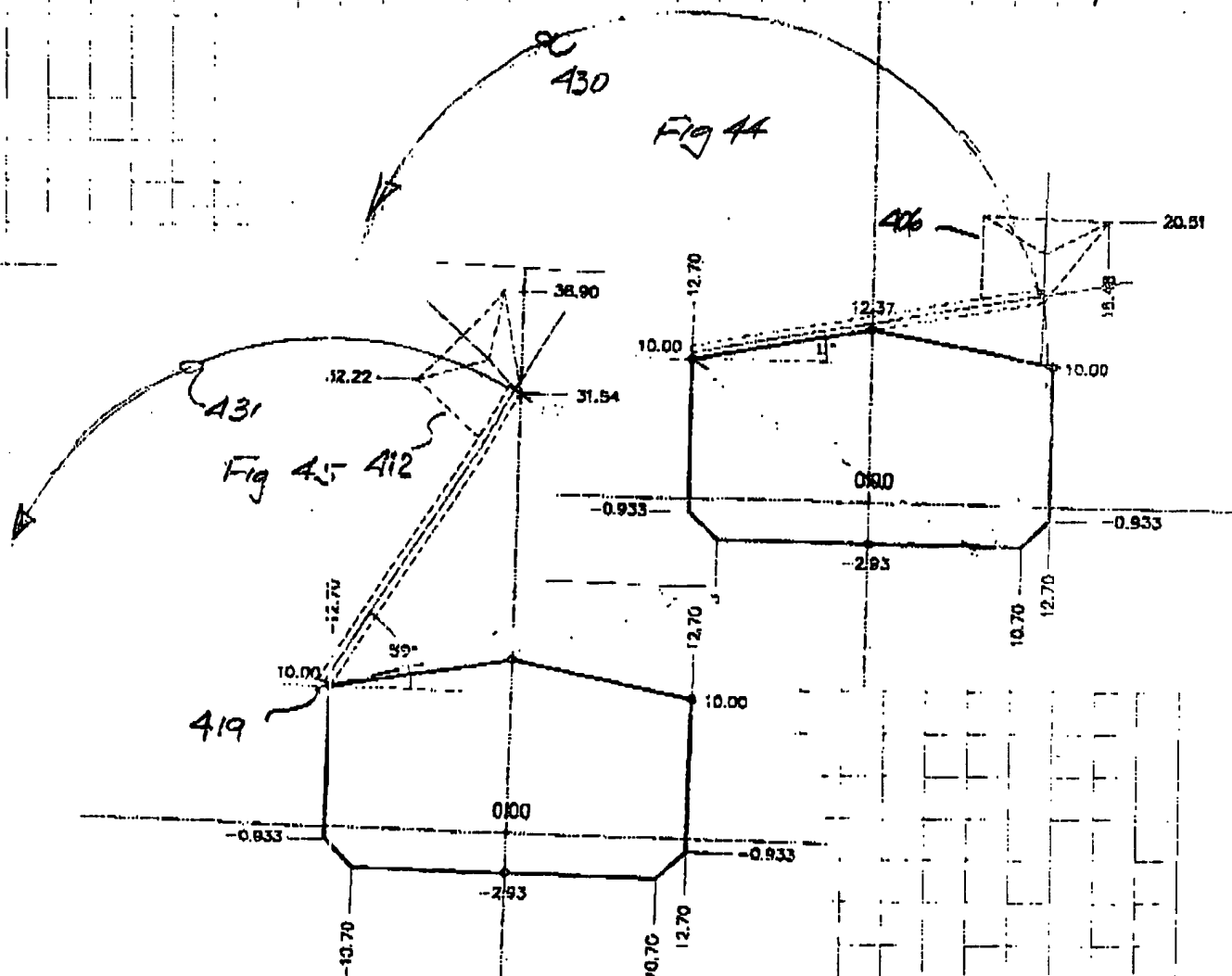
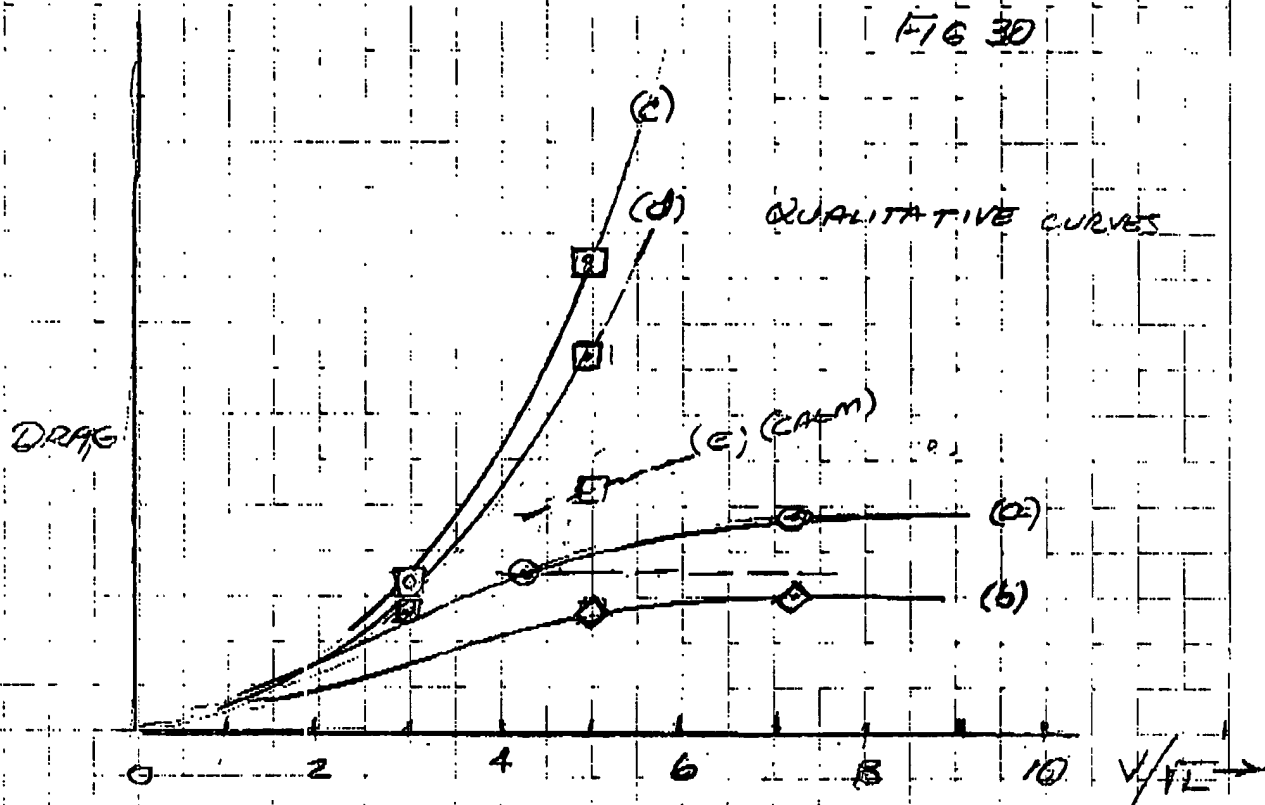
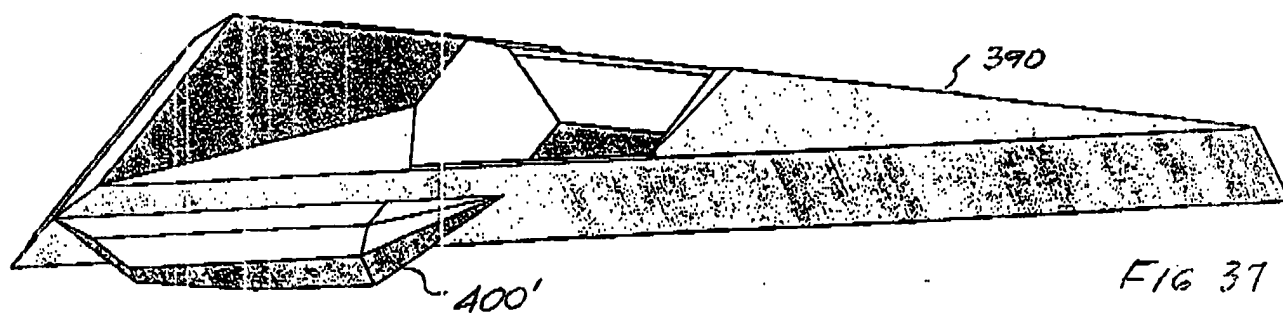
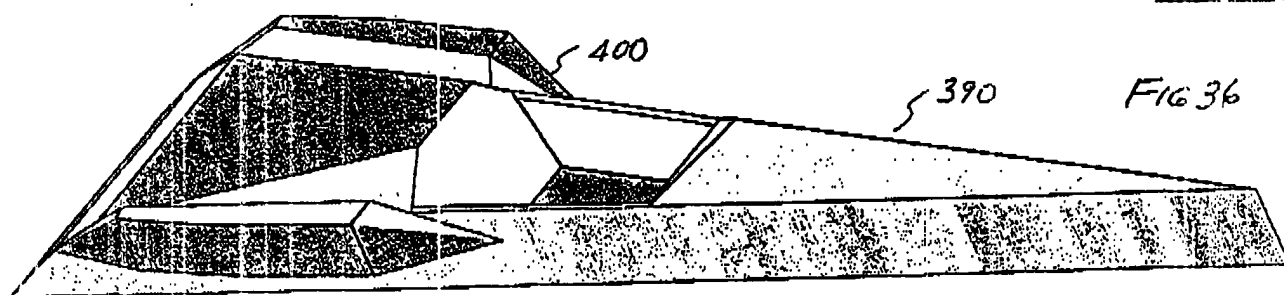
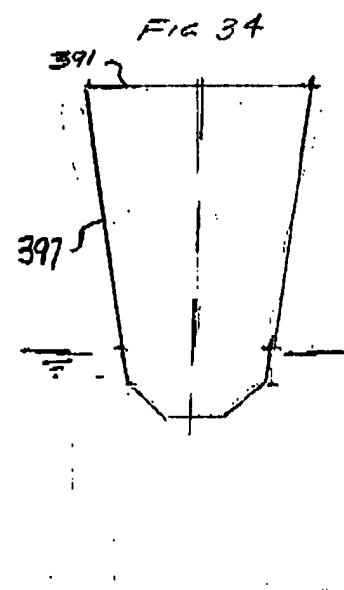
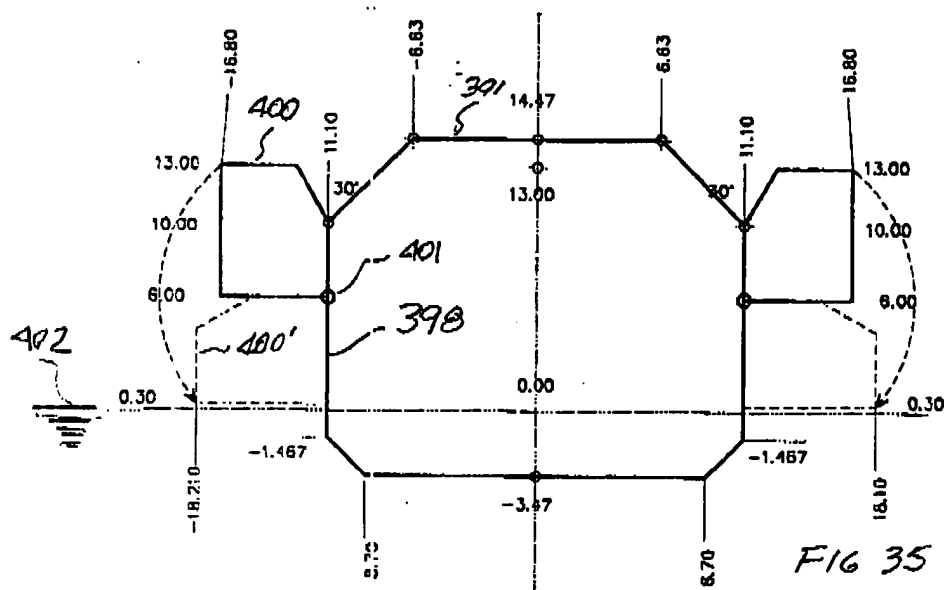
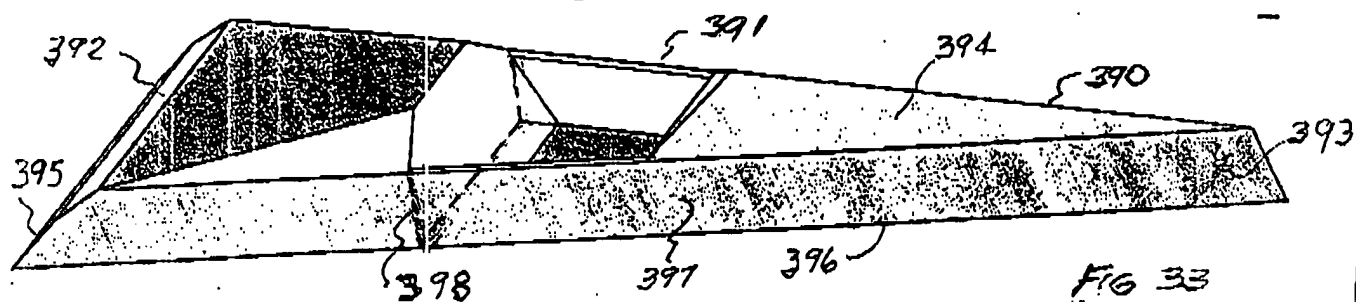
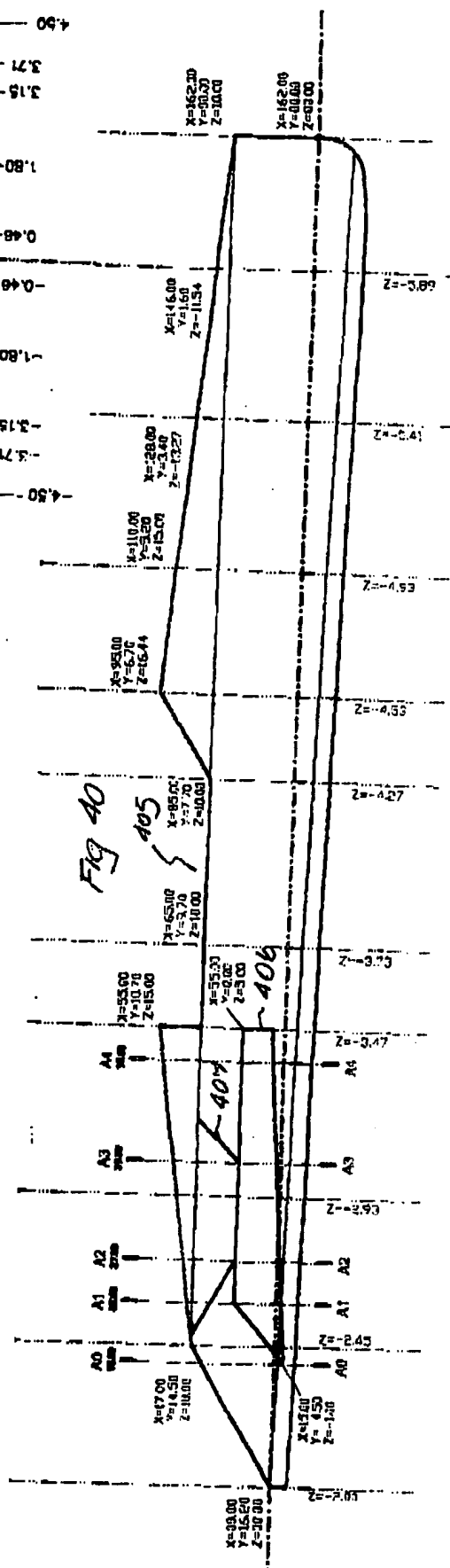
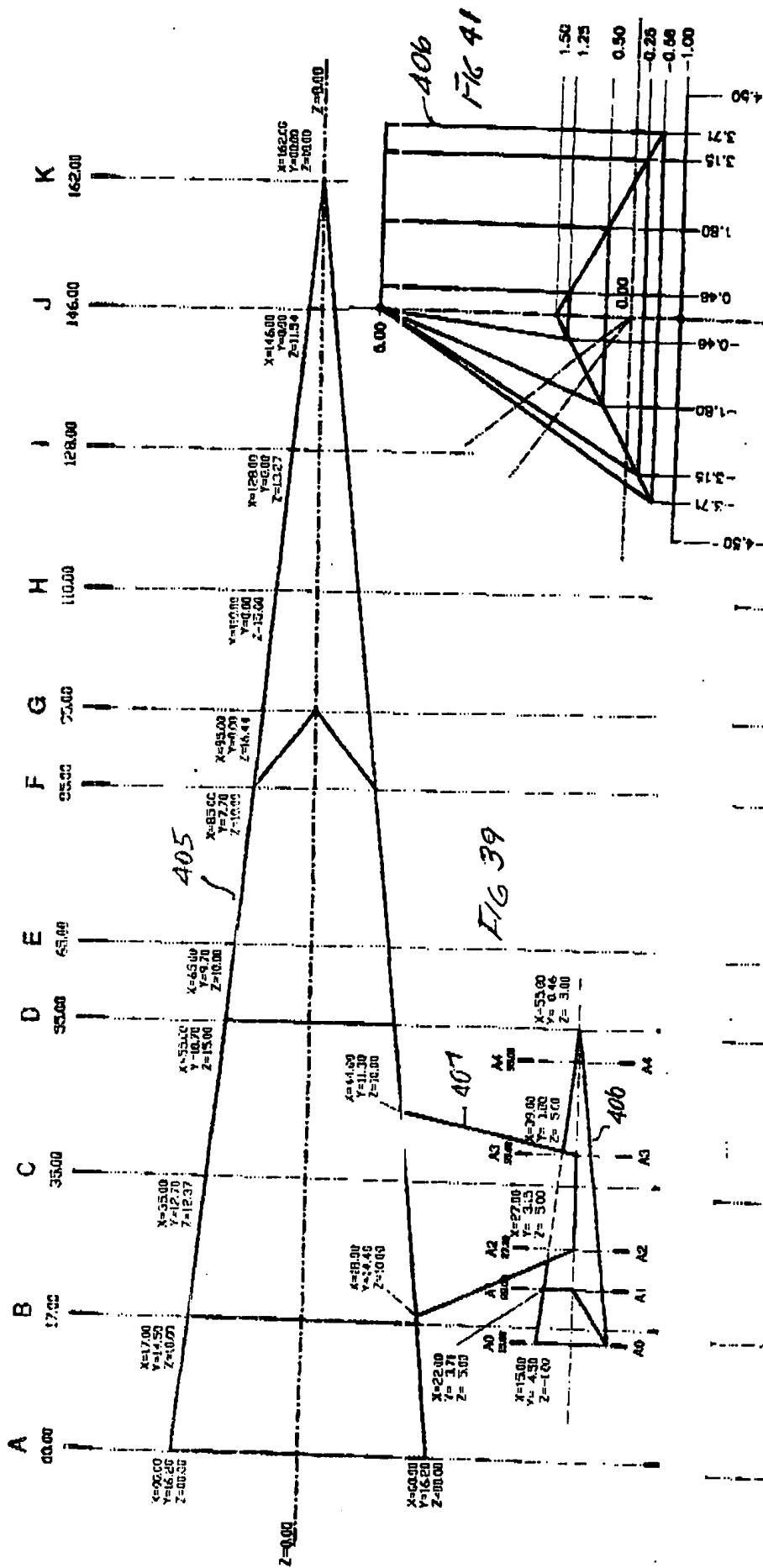


FIG 30







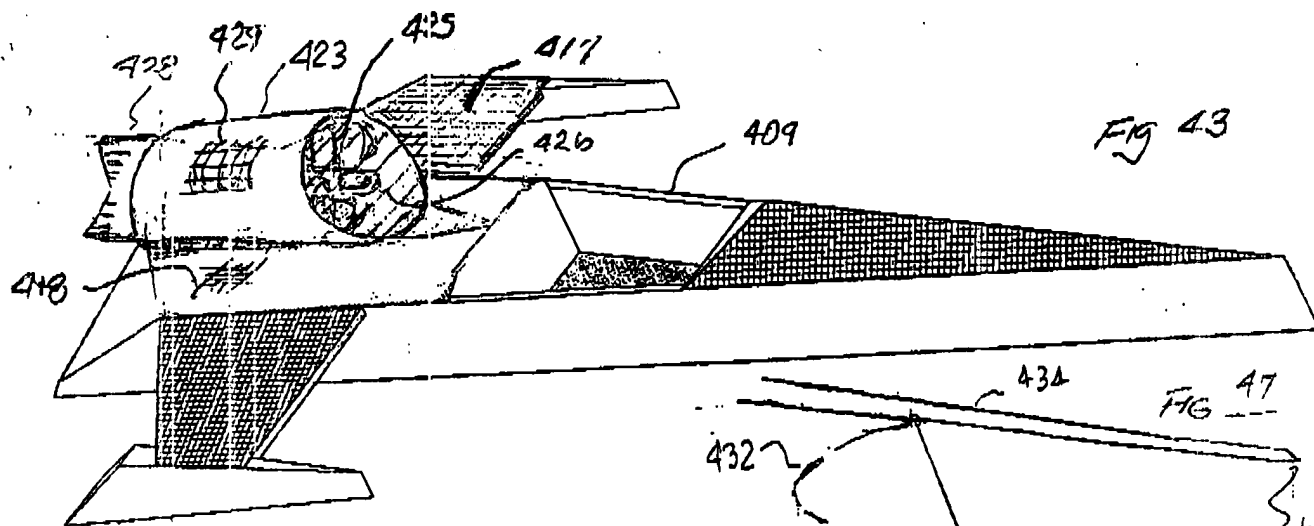
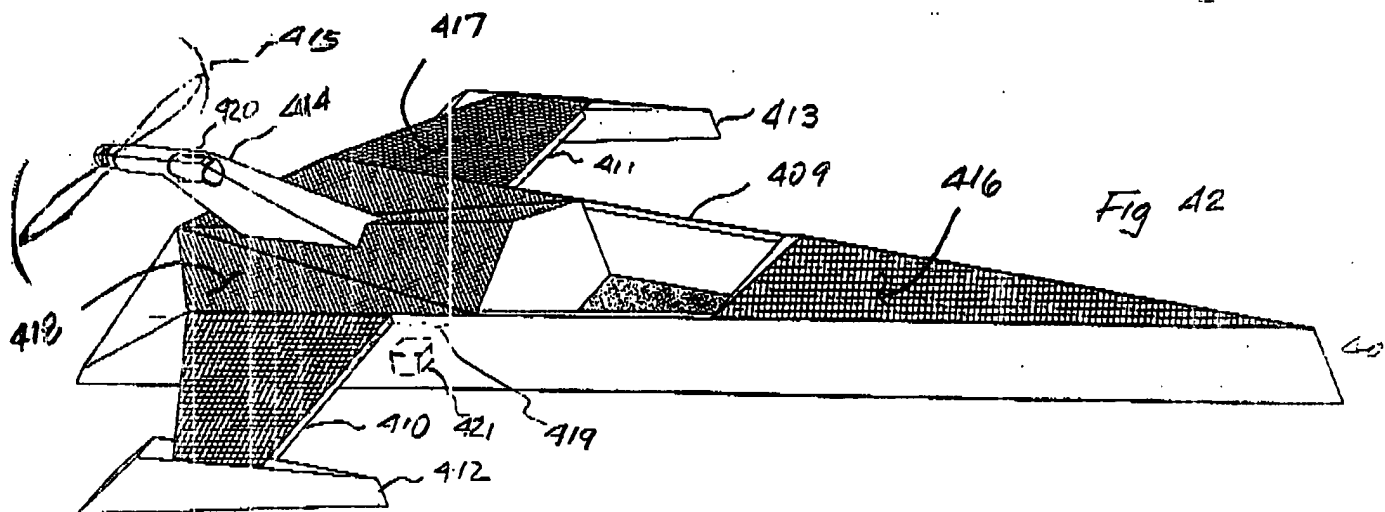
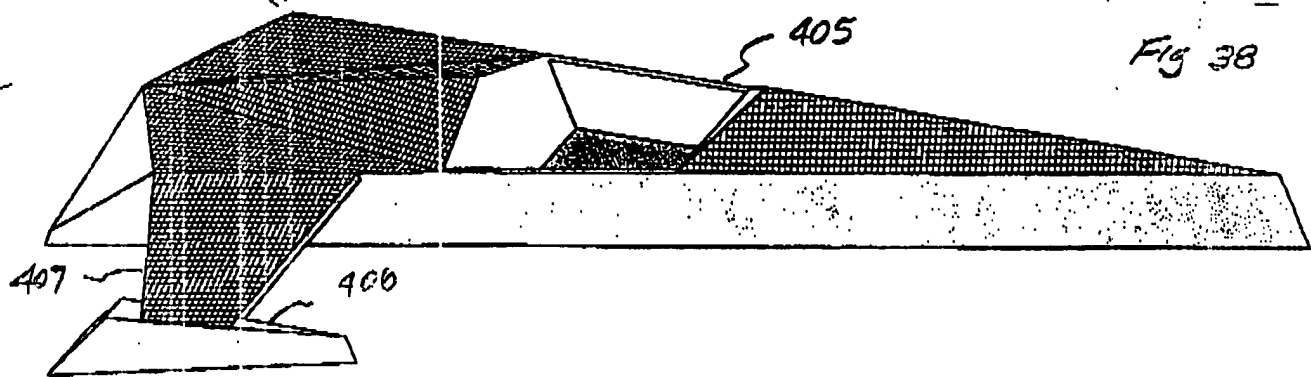
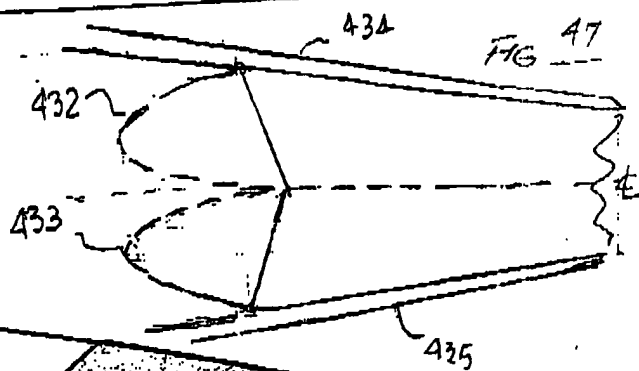
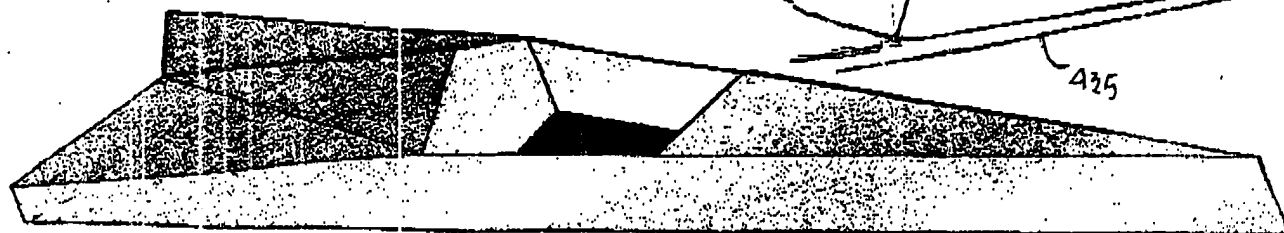


Fig 46



NO LOAD CONDITION:

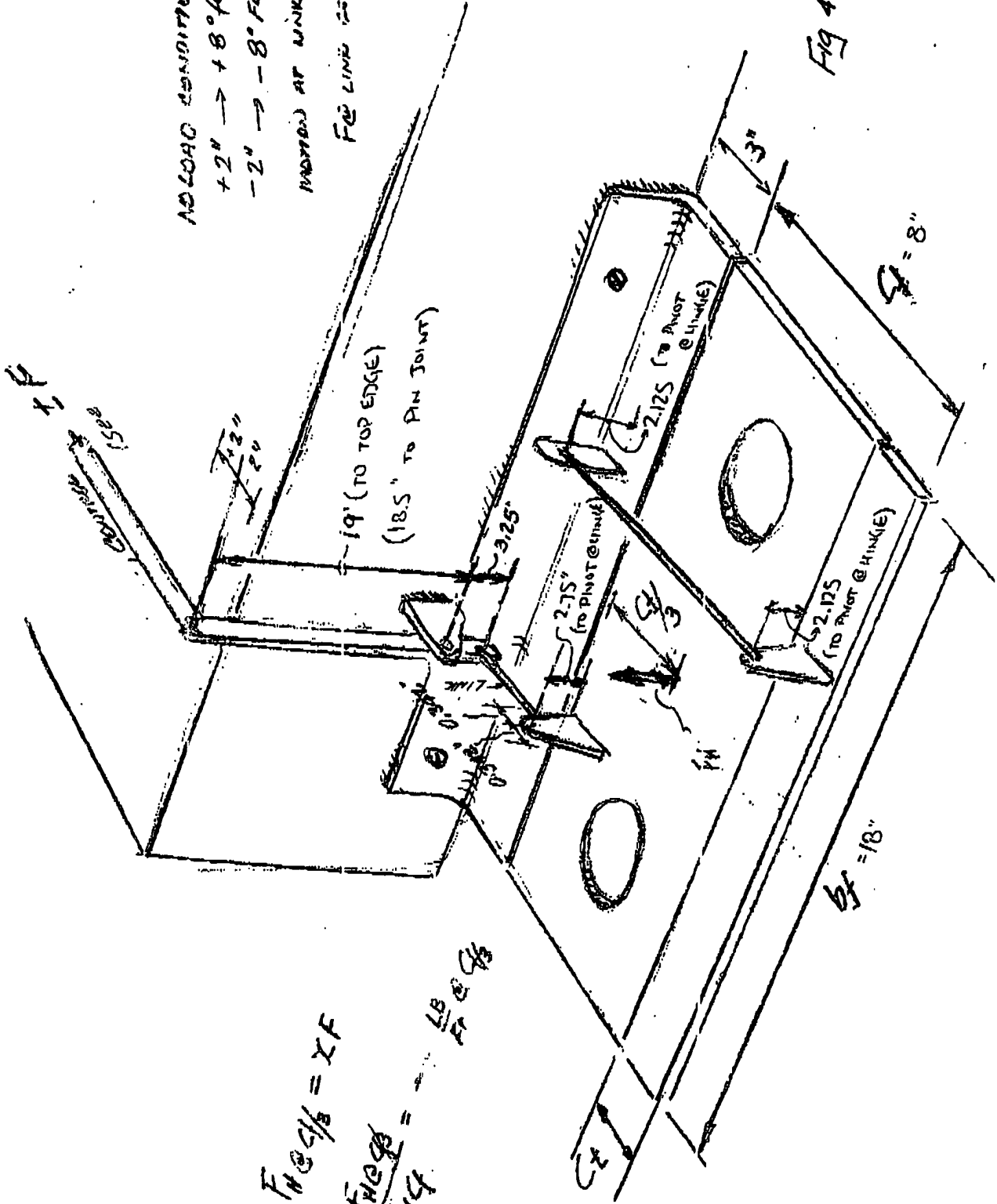
+2" → +8° flap } AT TOP OF
-2" → -8° flap } LINE

MOMENT AT LINK ± 0.342

FOR LINK IS $\frac{12.5}{3.15}$

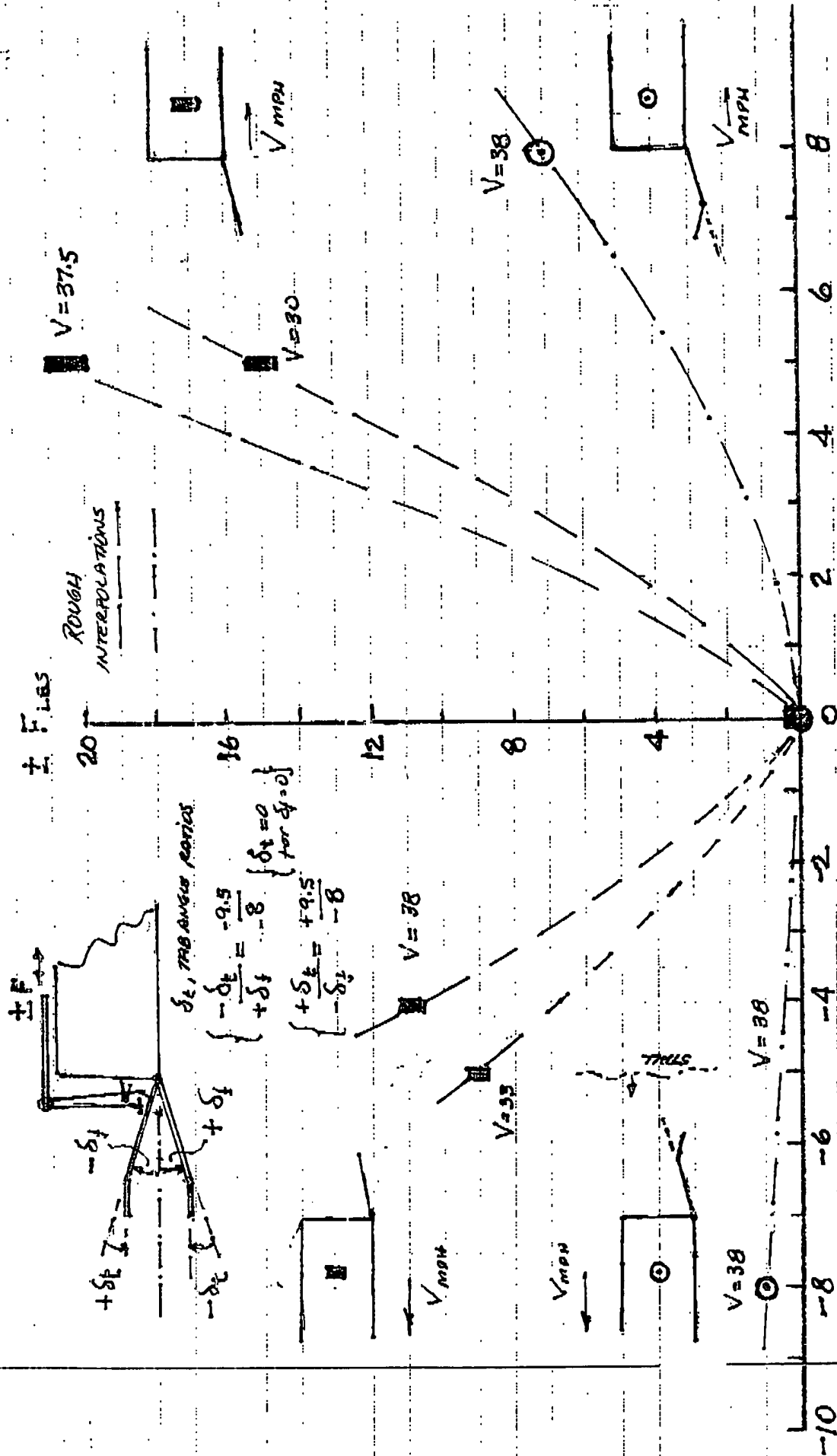
910 HP DB

Fig 4B



$$F_{H@C/1/3} = XF$$

$$\frac{F_{H@C/1/3}}{644} = \frac{18.5}{4.8}$$



$\delta_f = \text{FLAP ANGLE, DEG.}$

FIG 49